

The location and climate of Scranton and the Poconos allow a splendid mixture of northern and southern trees, soft and hardwoods, deciduous and pine to grow. This blend of species, along with adding to the beauty of the region, also provided early settlers and merchants with the resource for many enterprises.

Early businesses in the Stroudsburg region used the bark of trees for tanning leather. Before the widespread use of anthracite for heating and cooking, charcoal, made from the burning of wood provided “clean” heating for cities. Many wood byproduct businesses prospered, such as a clothespin factory located in Tobyhanna, not far from the station.

Even the “waste” from lumbering, the sawdust, had a purpose. It provided insulation for icehouses and ice shipments to keep the blocks from melting in transit. Sawdust kept floors of meat markets and public houses, among other places, from being slippery. A good sweep of the dust cleaned the floor and any spills along with it.

The trees along our route today are often referred to as “third growth” forests. They are the result of allowing nature to reclaim the land that was cleared by lumber harvesting, and clear cutting for farm land. The railroads, during the steam years, kept tree growth at bay to minimize the chance of wild fires started by stray sparks from the locomotives. With the closing of farms, and the decline of the lumber industry in the Poconos, the forest is slowly reclaiming the land, especially along the tracks.

Steamtown National Historic Site
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Scranton, PA 18503-2018

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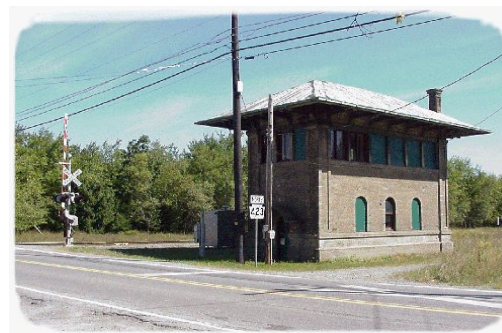
Steamtown National Historic Site

National Park Service
U.S. Department of the Interior
Scranton, Pennsylvania



Tobyhanna Passenger Station

On The Right Track: Tobyhanna



Tobyhanna Tower

Iron Horses: Leading the Way

Canadian National Railways No. 3254

- Built in 1917 by Canadian Locomotive Company, Kingston, Ontario for freight service
- 2-8-2 wheel arrangement (Mikado)
- Tender holds 17 tons of coal, 7,200 gallons of water
- 63-inch diameter main drive wheels
- Retired from active duty in 1957



Canadian Pacific Railway No. 2317

- Built in 1923 by Montreal Locomotive Works, Montreal, Quebec for passenger Service
- 4-6-2 wheel arrangement (Pacific)
- Tender holds 18 tons of coal and 12,500 gallons of water
- 75-inch diameter main drive wheels
- Retired from active duty in 1959



New York, Chicago & St. Louis Railroad (Nickel Plate Road) No. 514

- Built in 1958 by Electro-Motive Division of General Motors in LaGrange, Illinois for freight service
- Model GP9 (often referred to as a “geep” for **General Purpose**), type B-B
- 1,750 horsepower V-16, type 567c prime mover and four electric traction motors
- 40-inch diameter main drive wheels mounted on Bloomberg trucks
- Fuel Capacity, 1,800 gallons
- Retired from active duty in 1985 by Norfolk & Western



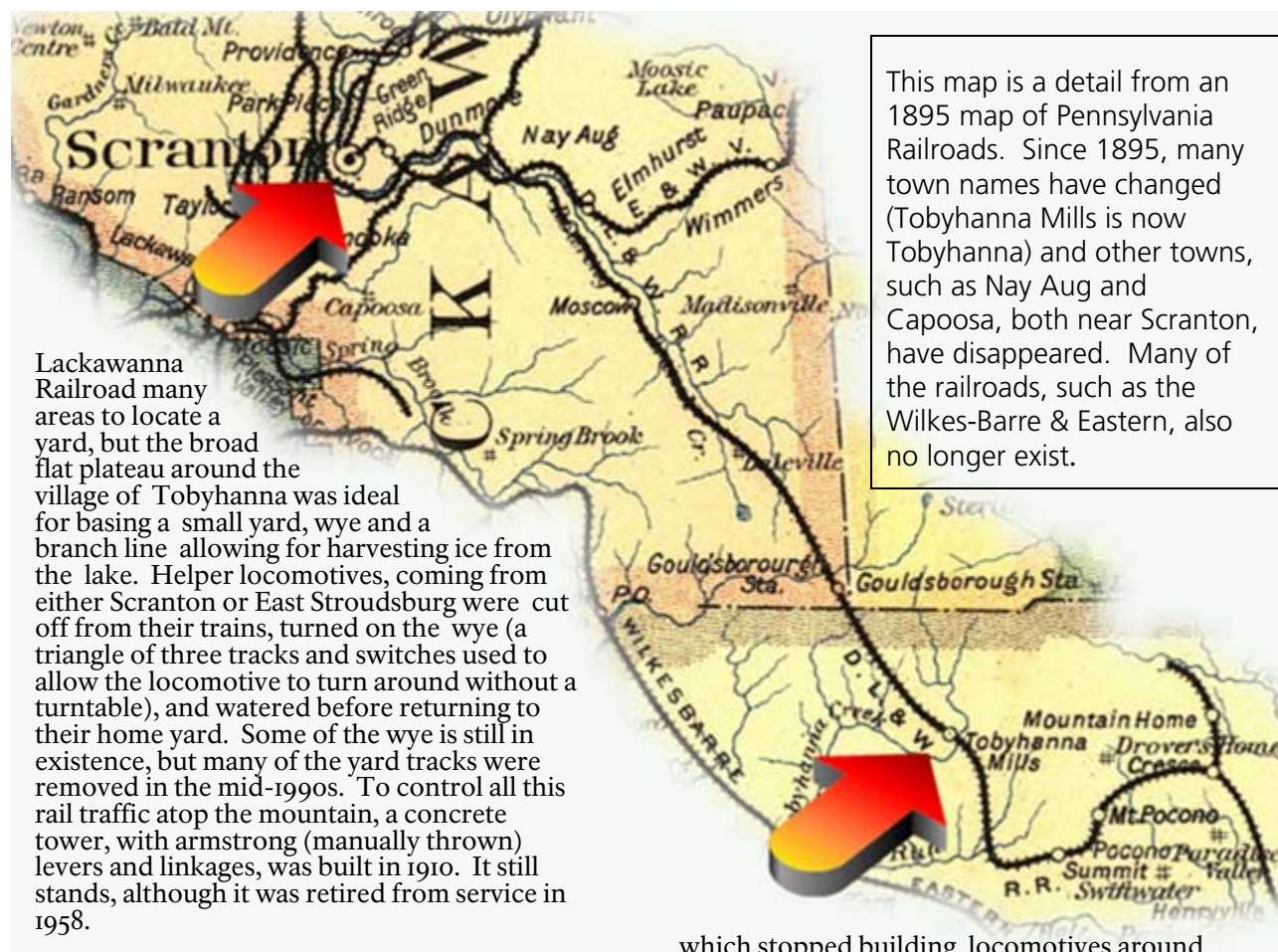
History of the Scranton – Tobyhanna Route

This journey begins at the Steamtown National Historic Site boarding platform in Scranton. Our destination is Tobyhanna, PA a distance of 27 miles on the “Route of Phoebe Snow,” the Delaware, Lackawanna & Western Railroad.

The route for this journey dates back to 1853, when the Delaware and Cobb’s Gap Railroad began cutting its way through Moosic Mountain and the Poconos to reach the Delaware River. They established a connection to New Jersey and New York City markets via the Central Railroad of New Jersey. Later expansion and lease of established lines gave the Lackawanna Railroad its own route to the New York City area. The main products shipped outbound from the Scranton area were anthracite (hard coal) and iron rails. This line, with some improvements, follows the basic route of the original construction. Since there is no flat, direct path out of Scranton, the easiest way in this direction follows Roaring Brook, through the hills, atop the Pocono Plateau, and down the eastern slope to East Stroudsburg before reaching the Delaware Water Gap.

Among the notable features of the Lackawanna Railroad are its distinctive railroad stations. On today’s trip, we will pass four before arriving at the Tobyhanna station. First encountered is the huge limestone depot in Scranton, six stories tall, built in 1908. Next is brick passenger station in Moscow from 1904. It is separated from its freight station, to keep cargo movements from interfering with travelers. The third is Gouldsboro’s 1907 depot which joins the two functions in one wooden structure. Our destination, the wooden Tobyhanna Station, was used for passengers and freight. It was built by the DL&W in 1903-04.

The name Tobyhanna comes from a Native American dialect meaning “stream whose banks fringed alder.” The railroad trip today will not cross the Tobyhanna Creek or approach Tobyhanna Lake, both situated nearby. The mountains of eastern Pennsylvania did not afford the



Lackawanna Railroad many areas to locate a yard, but the broad flat plateau around the village of Tobyhanna was ideal for basing a small yard, wye and a branch line allowing for harvesting ice from the lake. Helper locomotives, coming from either Scranton or East Stroudsburg were cut off from their trains, turned on the wye (a triangle of three tracks and switches used to allow the locomotive to turn around without a turntable), and watered before returning to their home yard. Some of the wye is still in existence, but many of the yard tracks were removed in the mid-1990s. To control all this rail traffic atop the mountain, a concrete tower, with armstrong (manually thrown) levers and linkages, was built in 1910. It still stands, although it was retired from service in 1958.

Just west of the train station is the area’s largest employer, the Tobyhanna Army Depot. It currently is used to service military electronic systems. It served as an army training camp during the Great War (World War I) and as a prisoner of war transfer camp during World War II.

Since 1993, the National Park Service has been a partner with regional freight carrier, “the” Delaware-Lackawanna Railroad which allows trains to operate to Tobyhanna, PA. With the D-L’s recently expanded freight service, the chance of steam trains passing a revenue freight train is increased. This company shares in railroad preservation by running very old and rare diesel locomotives in daily service. Most of these vintage locomotives were built by ALCO (American Locomotive Company)

This map is a detail from an 1895 map of Pennsylvania Railroads. Since 1895, many town names have changed (Tobyhanna Mills is now Tobyhanna) and other towns, such as Nay Aug and Capoosea, both near Scranton, have disappeared. Many of the railroads, such as the Wilkes-Barre & Eastern, also no longer exist.

which stopped building locomotives around 1970.

With the revitalization of this rail line, a new customer, Keystone Propane, has moved some of its distribution to Tobyhanna, and uses a portion of the wye. Safety fencing has closed off some points of access, but landscaping lends a friendly greeting to Tobyhanna residents and travelers, most of whom arrive by car. The Pocono line’s preservation is evident in the fact that 9 DL&W stations are still standing, with a new depot built in Mt. Pocono. With no passenger service since 1970, this is a remarkable feat. Many local clubs have brought these relics back to their former glory. We encourage you to explore this history, and thank you for riding this segment of the old Delaware, Lackawanna & Western Railroad.

For Your Personal Safety

In order to make your trip safe and comfortable, please be aware of the following:

- The heavy antique windows in passenger coaches sometimes close on their own, so keep fingers, arms and cameras at a safe distance.
- Cinders are a common problem for passengers and crew. If you do get a cinder in your eye, DO NOT RUB IT! Please contact a Park Ranger or Volunteer for assistance.
- The train is not heated or air conditioned. Please dress appropriately.
- There is a chance that your clothes may be soiled by soot or cinders.
- During the excursion, movement between coaches is prohibited.
- No standing while the train is in motion.
- Alcoholic beverages and smoking are prohibited.
- Keep the aisles in the coaches clear at all times.
- At Tobyhanna, please keep clear of all tracks. Switching will be taking place for the return trip and the locomotive will be moved to the west end of the train.
- Individuals with difficulty breathing should be aware that the excursion is pulled by a coal-burning steam locomotive and that coal smoke could present a problem.